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**Planning Division**  
4-30-19

## **CEDAR GROVE**

**812 NW MURRAY BOULEVARD**

# **NARRATIVE & SUPPORTING DOCUMENTS**

**DESIGN REVIEW TYPE THREE**

**MAJOR ADJUSTMENT – AFFORDABLE HOUSING: DENSITY**

**MAJOR ADJUSTMENT – AFFORDABLE HOUSING: PARKING**

**REPLAT TWO**



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## NARRATIVE

## PROJECT INFORMATION

**Project Name:** Cedar Grove

**Representative:** Melissa Soots – Carleton Hart Architecture  
830 SW 10<sup>th</sup> Avenue #200  
Portland, OR 97205  
(503) 206-3187  
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**Applicant:** Community Partners for Affordable Housing (CPAH)  
Contact: Jilian Saurage Felton, Director of Housing Development  
6380 SW Capitol Highway  
Portland, OR 97239  
(503) 293-4038

**Property Address:** 812 NW Murray Boulevard

**Zoning Designation:** TC-MU (Town Center Mixed Use)

**Use:** Residential, 44 units.  
With 1 full-time and 1 part-time employee between hours 9-5 on Monday-Friday

## PROJECT DESCRIPTION:

The proposed project, Cedar Grove, is a 44-unit affordable housing development at the southeast corner of Cornell Road and Murray Boulevard. The site is currently a leveled vacant lot with remnants of asphalt paving and concrete work from its previous commercial and apartment use.

The developer, Community Partners for Affordable Housing (“CPAH”), creates and maintains safe, healthy, and sustainable housing with services for diverse residents including families, seniors, and people with disabilities in Washington County and SW Portland. CPAH has been developing, acquiring, and maintaining affordable housing for 25 years, and currently has 372 units of regulated affordable housing in its portfolio.

In 2016, CPAH was selected in a competitive process by Washington County to develop this property. CPAH was the only applicant to propose affordable housing and that goal was supported by Washington County as responding to a strong need in the community for more affordable housing options. The City of Beaverton also showed support for that goal by annexing the property to allow a higher use for the site.

Cedar Grove is proposed as a 4-story wood framed structure with primarily brick cladding and accents of metal panel and bio-based composite cladding. Units range in size from studio to 3-bedroom along with support spaces for residents including two community rooms, laundry, property management and resident services offices. The Design Standards are followed to meet a Design Review Type Two threshold except for three standards, and so the application is proceeding under Design Review Type Three. The proposal exceeds the density of the TC-MU zone and a Major Adjustment – Affordable Housing is requested.

The building is situated to face Cornell Road and anchor the Cornell/Murray corner. The H-shape of the building addresses both Murray Blvd and Joy Avenue, and the center of the H creates two plazas. The south plaza is intended for resident use and will include a play area. The north plaza is intended for public use through a pending operational agreement with Tualatin Hills Parks and Recreation District (THPRD).

30 surface parking spaces are planned at the south side of the building with access from Joy Avenue. A Major Adjustment – Affordable Housing for a reduction in parking requirements is requested and supported by the included parking study.

A Replat Type Two Application is also included to combine three parcels on the site.

## APPLICABLE DEVELOPMENT STANDARDS:

### 20.20.05 MULTIPLE USE LAND DISTRICT

Multiple Use zoning districts establish varied levels of residential and commercial uses, supporting transit and pedestrian oriented development with minimum density and intensity requirements. Multiple Use areas include: the Downtown Beaverton and Washington Square Regional Centers, Town Centers, and Station Communities.

### 20.20.10 TC-MU TOWN CENTER-MULTIPLE USE DISTRICT

The TC-MU District primarily permits office, retail, and service uses. Also Permitted are multiple use developments and residential development with a minimum density requirement. Industrial uses are limited to light manufacturing uses.

### 20.20.15 TC-MU ZONE SITE DEVELOPMENT STANDARDS

DEVELOPMENT STANDARD	REQUIRED	PROPOSED
Minimum Parcel Area	none	0.755 Acres (32,893 SF)
Minimum Density for Residential Only Project <i>Calculation:</i> <i>24 units * (0.755 Acres x 0.80)</i>	15 units	44 units
Maximum Density for Residential Only Project <i>Calculation:</i> <i>40 units * 0.755 Acres</i>	30 units	44 units <i>Major Adjustment</i>
Floor Area Ratio	N/A for residential only development per 20.25.10	
Lot Dimensions	None	
Front Yard Setback	None	
Side Yard Setback	None	
Rear Setback	None, does not abut Residential zones	
Minimum Building Height	N/A	
Maximum Building Height	60 feet	48 feet

### 20.20.20 TC-MU ZONE LAND USES

PROPOSE USE	PERMITTED / CONDITIONAL / PROHIBITED
Residential Dwellings: Attached	Permitted
Recreation: Public Parks, Parkways, Playgrounds and Related Facilities	Permitted

## FACILITIES REVIEW

### 40.03.1 Facilities Review

*1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:*

- A. The site has frontage on three streets that are served by public utilities and was formerly the site of multiple commercial tenants as well as residential apartments.
- B. The site already has access to the necessary essential facilities and services in adequate capacity to serve the proposed development. The site is less than one mile from Terra Linda Elementary School, William Walker Elementary School, Timberland Middle School and Sunset High School. The site is served by sidewalks and has several bus stops adjacent or very near the property. Short-term and long-term bicycle parking is provided on site. Sunset Swim and Athletic Park is 0.2 miles away with other parks within one mile. A fire station is 0.9 mile south of the site. Cedar Mill Community Library is 0.5 miles away.
- C. The proposed development is consistent with all applicable provisions of Chapter 20 as described in the preceding narrative, with the exception of two Major Adjustments included for review in this application, one for Density and one for Parking. Further detail of each requested adjustment is included in the written narrative under those respective headings.
- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements). All improvements required by the applicable provisions of Chapter 60 are provided by the proposed development, and described in further detail in the respective applicable requirement portions of the following written narrative.
- E. As proposed, the development can ensure continued periodic maintenance and necessary normal replacement of private common facilities and areas, such as: drainage facilities, driveway access, right-of-way improvements, structures, landscaping, screening, ground cover, and the garbage and recycling storage area. Maintenance and storage areas are included on each floor of the building for ease of use by maintenance staff. Cedar Grove and Community Partners for Affordable Housing are required by funding sources to carry reserves for replacement and maintenance. The condition of CPAH's existing developments such as The Barcelona and Spencer House in Beaverton, The Knoll at Tigard and The Watershed at Hillsdale show the organization's commitment to preserving the quality of its developments over time.
- F. Vehicular and pedestrian circulation systems within the development are safe and efficient. Driveway access from Joy Avenue is behind the building and away from primary pedestrian routes to minimize conflict. Two plazas consolidate pedestrian areas on the site to create safe, attractive areas to circulate and congregate away from traffic.
- G. On-site vehicular and pedestrian circulation systems connect to surrounding systems in a safe, efficient and direct manner. Vehicular access is limited to the street with the lowest use, Joy Avenue. The pedestrian plazas which congregate circulation within the site are connected to the public sidewalks in an efficient manner.
- H. The structures and public facilities serving the development have been designed in accordance with applicable codes and regulations and provide adequate fire protection. The building will be sprinklered and 1-hour fire separation will be provided between dwelling units and between occupancy types as required by code.

*I.* Structures and public facilities serving the proposed development are designed in accordance with adopted City codes and standards. Adequate protection from crime, accident, and hazard is addressed through building design incorporating massing arrangements which increase natural surveillance, adequate lighting provisions, and compliance with life-safety code provisions.

*J.* Grading activity for the proposed development will be minimized and will not adversely impact neighboring properties, public rights-of-way or public conveyance facilities, either during construction or post-development because all storm water will be directed to conveyance systems. A preliminary grading and erosion control plan is included with the application package. Additionally, temporary excavation recommendations for work at the stormwater planter have been provided to prevent any impact to neighbors during construction in the area of most significant re-grading.

*K.* All walkways and plazas within the property have a slope less than 5%, which complies with ANSI A117.1, 2009 as referenced in OSSC 2014 as well as the 2010 ADA Accessibility Guidelines.

All areas of public accommodation comply with 2010 ADA Accessibility Guidelines. The design complies with the Fair Housing Act Accessibility Guidelines, ANSI A117.1 2009, Section 504 – Uniform Federal Accessibility Standards (UFAS), and OHCS Visitability Guidelines. There are a total of (3) ANSI Type A units which also comply with UFAS, and (1) unit for sight or hearing impairment. The remaining units are adaptable and as designed meet ANSI Type B, Fair Housing, and Visitability Guidelines.

*L.* This application includes all required submittal materials as specified in 50.25.1



## DESIGN REVIEW THREE

### 40.20.15.3 DESIGN REVIEW THREE

#### C. Approval Criteria

1. *The proposal satisfies the threshold requirements for Design Review Three application.*

The proposed development falls under threshold requirement #8 because it meets the Design Review Two threshold under requirement #3 but does not meet an applicable design standard.

2. *Fees*

All application fees related to this application have been submitted.

3. *Submittal requirements*

This application does not fall under thresholds 1 through 6.

4. *Not applicable.*

5. *Not applicable*

6. *Design Review Three thresholds 7 and 8*

This application addresses a combination of standards and guidelines. The proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standards where the proposal is instead subject to the applicable corresponding Design Guidelines. This proposal is not consistent with Design Standards 60.05.15.1.D, 60.05.20.3.C in one location, and 60.05.20.4.A in one location.

## DESIGN REVIEW STANDARDS

### 60.05.15 Building Design and Orientation Standards

#### 1. Building Articulation and Variety

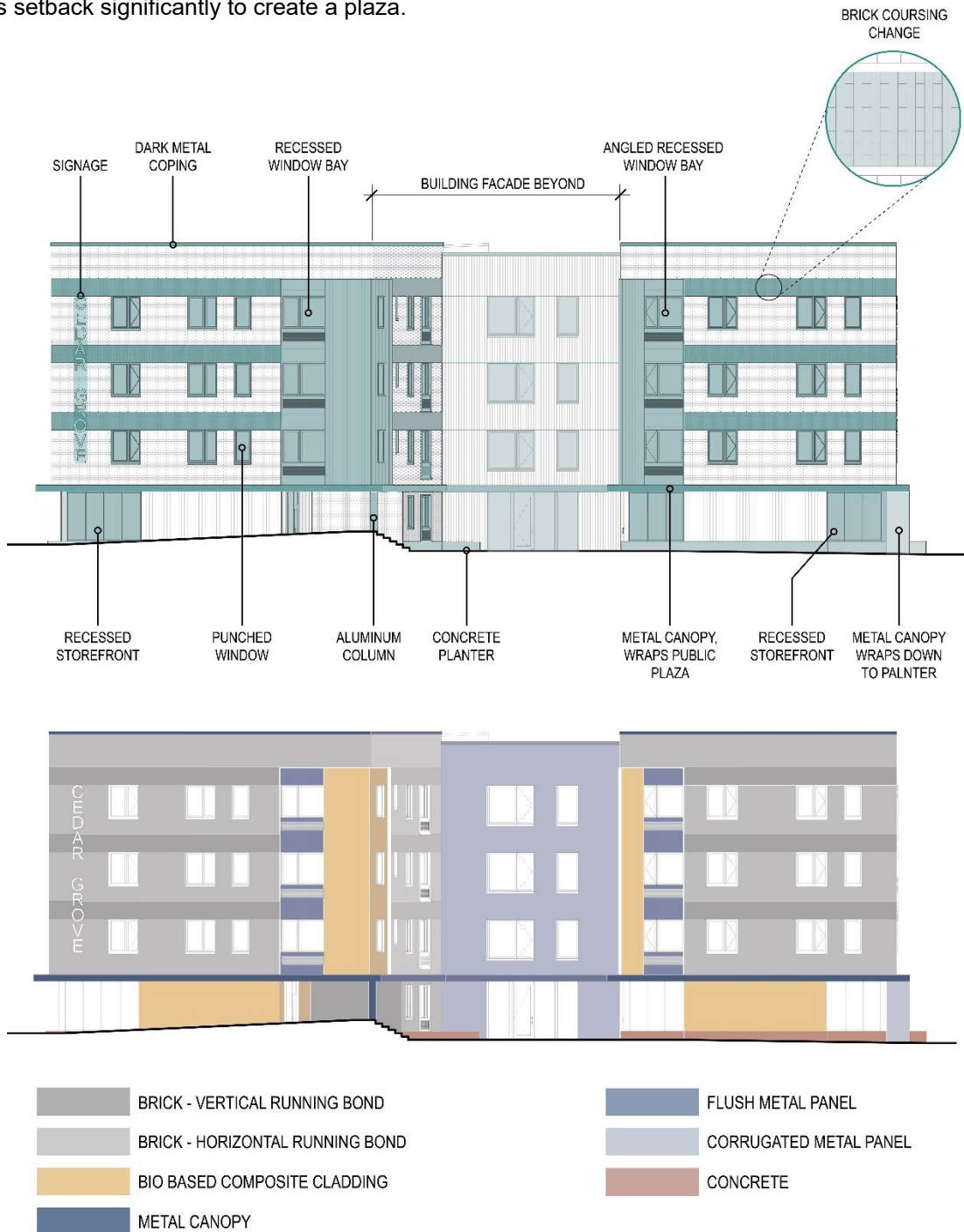
A. *200 foot maximum length for residential buildings in residential zone:*

The longest facades occur along Murray Blvd and Joy Avenue. Each is less than 110 feet in length.

B. *Buildings visible from public street provide articulation, 30% in Multiple Use zone:*

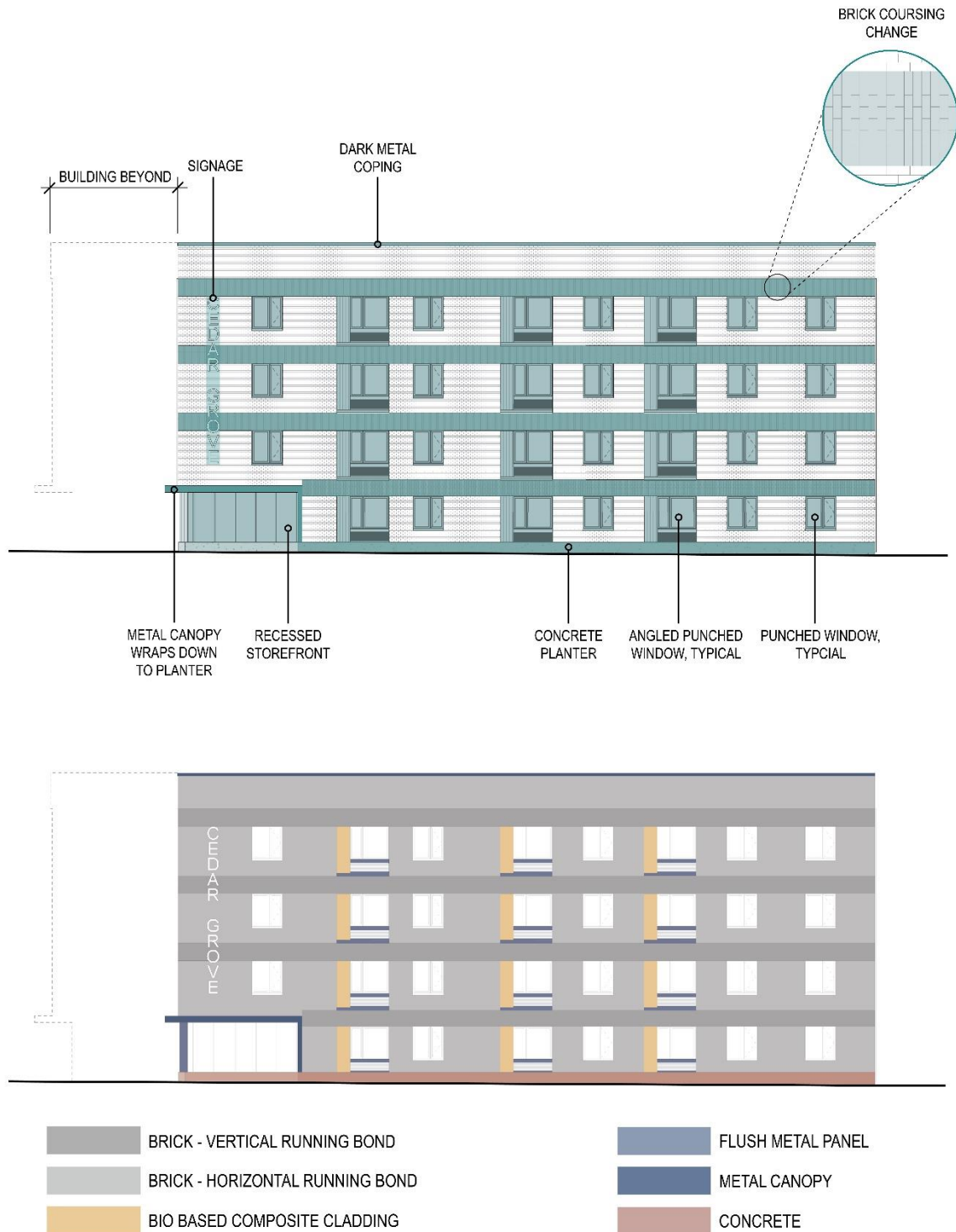
Articulation is provided through material changes, inset windows, angled insets, canopies and offsets in plan. These design elements are provided across all elevations of the building and exceed the 30% minimum requirement. Articulation at each street-facing façade is described below. Additionally at all facades, windows are inset from the cladding material to express a shadow line and a band of vertically oriented brick wraps above the windows at each floor. Diagrams expressing the articulation at each façade are included for reference.

The northeast elevation facing Cornell Road is highly articulated with a building recess creating a plaza, a canopy extending the entire façade, changes in material, recessed windows, varying patterns of windows, and changes in brick coursing. Materials visible at the Cornell Road façade are brick in a horizontal running bond, brick in a vertical running bond, metal panel, bio-based composite cladding with an appearance similar to stained wood, storefront glazing, and metal canopy. Plan offsets greater than 18" occur at recessed storefront windows on the ground floor. Additionally, the center portion of the building is setback significantly to create a plaza.



*Cornell Road Façade Articulation Diagrams*

The northwest elevation facing Murray Boulevard uses articulation to emphasize the community room with recessed storefront glazing, a canopy, and building signage above. Dwelling units along the remainder of the façade are articulated with a pattern of windows that includes angled, recessed windows with a material change at each living room. Banding of vertical running bond bricks extends across the façade at each floor line.



*Murray Blvd Façade Articulation Diagrams*

The southeast elevation facing Joy Avenue is articulated in the same manner as the northwest, Murray Blvd-facing façade. Additionally, the southeast elevation reveals the other side of the 'H' building shape, including an emphasized corner of windows and bio-based composite cladding across the south plaza.



*Joy Avenue Façade Articulation Diagrams*

*C. Maximum spacing between permanent architectural features:*

On all street facing facades, the spacing of the features described above is less than the maximum of 40' for Residential zones.

*D. No blank walls greater than 150 square feet in area:*

There are no undifferentiated blank walls facing a street and the development does not include a common green or shared court. As shown in the diagrams above, the included elevation drawings and the included renderings, the building is well articulated with a variety of architectural features including inset windows, angled windows, plan offsets, canopies, changes in material and changes in brick coursing. These elements of articulation are also carried across all facades facing the public plaza. However, we understand that some areas of the design may not meet a strict interpretation of the 150 square foot requirement depending on how and where the 150 square foot area is applied, such as without a minimum dimension. Please refer section 60.05.35.1 for a discussion of the design under the Building Design and Orientation Guidelines – Building articulation and variety guideline.

**2. Roof forms**

*A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.*

The building has no sloped roofs visible from adjacent public or private streets.

*B. Sloped roofs on residential uses shall have eaves that project at least 12" from the building wall.*

The building has no sloped roofs.

*C. All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least 12 inches or architecturally treated, such as with a decorative cornice.*

The building roof is behind a parapet that exceeds 12" above the roof line.

*D. Not Applicable*

*E. Not Applicable*

**3. Primary building entrances**

*A. Primary entrances shall include a covered area at least 6 feet wide and 4 feet deep.*

The primary entrance facing Cornell Road as well as the secondary entrance facing the parking lot are covered. The Cornell Road entrance has a canopy that is 6 feet in depth and that extends from wall to wall across the entrance. The south plaza entrance facing the parking lot has an overhang 9 feet in depth that also extends from wall to wall across the entrance.

#### 4. Exterior building materials

##### *A. Double wall construction in residential uses or zones*

All exterior walls are 2x6 framing with exterior sheathing, exterior continuous insulation, a rainscreen assembly provided by furring strips or hat channels, and cladding material of brick, metal panel or bio-based composite.

##### *B. For all uses in Multiple Use Zones, a maximum of 30 percent of each elevation that is visible from a public street and on elevations including a primary building entrance may be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard.*

No exterior walls use the materials listed as restricted above. Unfinished concrete planters facing the street are far below the 30% requirement. A concrete block trash enclosure facing Joy Avenue is less than 30% of the built structures facing Joy, and 4" tall block is used to give an appearance similar to the building's masonry.

##### *C. For all uses in Multiple Use Zones, plain, smooth, exposed concrete block used as foundation material shall not be more than 3 feet above the finished grade level.*

Brick extends to the finished grade level in nearly all instances and in no area does unfinished foundation material extend more than 3 feet above finished grade level.

#### 5. Roof-mounted equipment

##### *A. Roof mounted equipment shall be screened from view from adjacent streets and properties using a parapet wall, a screen or is setback from the street-facing elevation.*

The parapet wall and setback from the street-facing elevation provides visual screening of rooftop equipment from adjacent streets and properties.

##### *B. Describes method of measuring the sight line to rooftop mechanical equipment.*

Using this method, rooftop equipment is not visible from the property line or any public right of way.

##### *C. Solar panels, dishes, pipes/vents and chimneys exempt from this standard.*

Pipes and vents will protrude from roofs as required for plumbing and mechanical exhaust. Solar PV panels are being considered if funds become available.

6. Not Applicable

7. Not Applicable

8. Not Applicable

9. Not Applicable



## **60.05.20 Circulation and Parking Design Standards**

### **1. Connections to the public street system**

#### *A. Pedestrian, bicycle and motor vehicle connections*

Motor vehicle connection is provided via the parking lot access on Joy Avenue. Joy Avenue was selected for access to avoid impact on Cornell Road or Murray Boulevard, which are both more major roads than Joy. All on-site pedestrian walkways connect to the existing public sidewalk system and are sized and graded to provide a means for bicycles to be brought from the residential units or bicycle storage areas to the public street system.

### **2. Loading areas, solid waste facilities and similar improvements:**

*A. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.*

The site recycling and waste storage area is fully screened from view.

A new transformer serving the building is planned to be located in a landscape area between the parking lot and building and will be screened with an opaque hedge along the Joy Avenue frontage.

#### *B. Not Applicable*

*C. Screening for loading docks, outdoor storage areas, waste storage, disposal facilities, utility vaults and similar activities shall be fully sight-obscuring via solid screen wall, solid hedge wall, or wood fence:*

The site recycling and waste storage area is fully screened from view with a 6 foot tall masonry enclosure. 4" high CMU in a similar color to the building's brick cladding is proposed to improve the durability of the enclosure and reduce the overall size compared to adding brick cladding in addition to CMU walls.

A new on-site transformer will be screened with a hedge wall along the Joy Avenue frontage that will be 95 percent opaque within two years.

#### *D. Chain-link fence screening is prohibited:*

No chain link fence screening is proposed.

#### *E. Not Applicable*

### **3. Pedestrian circulation:**

#### *A. Pedestrian connections shall link adjacent existing and planned pedestrian facilities:*

Pedestrian connections are made at site and building arrival points. The north plaza connects to the corner of Cornell Road and Murray Boulevard and provides additional connection points along Cornell. The south plaza connects to the right of way at Joy Avenue.

#### *B. Provide a reasonably direct walkway connection between primary entrances, public streets and transit stops:*

All entrances to the building are collected into one of two plazas. The north plaza connects to the corner of Cornell and Murray and other points on Cornell, giving good access to transit stops on both streets. The south plaza, which is not public and will be used primarily by residents, connects to Joy Avenue.

*C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street.*

Parking is not located between the building and the street. Pedestrian walkways from Joy Avenue, Cornell Road, and the corner of Murray Boulevard and Cornell Road connect to two plazas within the site, creating an efficient and safe system of collecting arrival and departure points from the building and surrounding streets. If this approach is not considered consistent with the standard at Murray Boulevard, responses are also provided for the equivalent guidelines to this standard in section 60.05.40.3.

*D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking via curbs, landscaping, trees and lighting if otherwise not provided in the parking lot design.*

Pedestrian connections between the parking lot and south plaza are separated by a curb. Lighting at pathways near parking is greater than at the road surface. Landscaping is provided throughout the parking area.

*E. Where pedestrian connections cross driveways or vehicular access aisles provide a walkway of different paving material:*

Pedestrian connections from the building or pedestrian areas on the site to the transportation network do not include crossing vehicular access aisles or driveways. A connection to the trash enclosure is protected by a crosswalk and is well-lit.

*F. Walkways shall be a minimum of 5 feet wide, with scored concrete or modular paving materials:*

All pedestrian walkways are a minimum of 5 feet wide and are scored concrete or pavers. All walkways meet the standards of the Americans with Disabilities Act. Where stairs are necessary at the north plaza, an accessible path is also provided nearby.

#### **4. Street frontages and parking areas:**

*A1. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping with a minimum six-foot wide planting strip.*

A planting strip with a minimum dimension of six feet is provided at the perimeter of the parking lot along Joy Avenue.

*A2. A solid wall or fence 30" – 36" in height parallel to and not nearer than 4 feet from the right-of-way line.*

An opaque hedge rather than a solid wall or fence is proposed between Murray Boulevard and the parking lot. The landscape area is 4 feet wide and a fence at the edge against the drive aisle is likely to be damaged by cars turning the corner of the parking lot. A response to the equivalent guideline is included in section 60.05.40.3

#### **5. Parking area landscaping:**

*A. Landscape planter islands are required as follows:*

*2. One for every 10 contiguous parking spaces.*

No more than 8 parking spaces are contiguous within the parking lot. Landscape islands or endcaps occur at each end of each row of parking.

*B. The island shall have a minimum of 70 SF, and a width of 6 feet, and curbed. The island shall have a tree with a minimum height of 20' at maturity.*

Angled parking is utilized and so portions of each island are less than 6' in width and other portions exceed 6'. All islands exceed 70 SF in area except a portion of an island adjacent to the trash enclosure. The remaining area of the island on the other side of the trash enclosure is 170 sf in area. All islands are curbed. Trees included in the parking lot will exceed 20 feet at maturity.



*C. Raised sidewalks and walkways within parking area connecting the parking spaces and buildings may count toward the total required number of landscaped islands, as long as the following are met:*

- 1. Trees are max spaced 30' apart*
- 2. Sidewalk is a minimum of 5' wide*
- 3. Sidewalk is separated by curbs*
- 4. Trees are located in planting area with groundcover or covered treewells*
- 5. Trees at linear sidewalk area shall not constitute more than 50% of req. trees*

This project is not utilizing this alternate to the landscape islands described above.

*D. Trees planted within required landscaped planter islands or linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or approved by the City Arborist.*

The proposed Summit Ash, Japanese Snowbell, and European Hornbeam trees to be planted in the landscape islands are identified on the City of Beaverton Approved Tree List.

**6. Off-Street parking frontages in Multiple Use zones.**

*A. Off-Street surface parking areas shall be located to the rear of side of buildings. Surface parking areas located adjacent to public streets are limited to a maximum of:*

- 1. N/A*
- 2. N/A*
- 3. N/A*

The surface parking lot is located to the rear of the building.

**7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.**

*A. A sidewalk is required on all streets. Except where approved through a Sidewalk Design Modification, the sidewalk shall be a minimum of 10 feet wide and provide an unobstructed path at least 5 feet wide.*

The existing sidewalks on Murray Blvd and Cornell Road are under Washington County jurisdiction and will not be altered during construction, except to replace the tree grates along Murray Boulevard to improve accessibility. Joy Avenue is also under Washington County jurisdiction but will be reviewed under City of Beaverton sidewalk requirements. The new sidewalk proposed on Joy Avenue is 11 feet wide with 5 feet of unobstructed path.

*B. A sidewalk or walkway internal to the site is required along building elevations that include a primary building entrance. The sidewalk shall be a minimum of 10 feet wide with an unobstructed path at least 5 feet side at building entrances.*

The primary building entrance faces Cornell Road. A large pedestrian plaza is located between the entrance and the sidewalk. The plaza provides pathways that exceed the width requirements.

*C. N/A*

8. N/A

9. N/A

**60.05.25 Landscape, Open Space, and Natural Areas Design Standards**

1. Not Applicable

2. Not Applicable

3. *Minimum landscape requirements for residential developments consisting of eight or more units of attached housing*

*A1. Common open space shall consist of active and/or passive areas, and at least 15% of the gross site area shall be landscaped:*

32,893 SF x 0.15 = 4,934 SF min. landscape required.

On-site planting area =

3901 SF South end of property including stormwater area

1106 SF Landscape area around south plaza and south building façade, excluding walkways

5007 SF Exceeds the 15% minimum landscaping requirement

Additional planting areas occur along the boundary of the parking lot, west façade, east façade, and within the north plaza.

See diagram on next page for common open space areas.

*B. At least 25% of the total required open space area shall be active open space.*

4,934 x 0.25 = 1,234 SF of active open space required.

Active open space is provided by the south plaza and play area which is protected from Murray Blvd by the building. Active open space is also provided by a fountain and seating area in the north plaza. The area shown in the north plaza is protected from Cornell Road by a planter wall that exceeds 3 feet in height. The combined area of both active open spaces is 1821 SF (37% of required landscape area).

*C. Environmentally sensitive areas and above ground landscaped water quality treatment facilities shall be counted toward the minimum common open space requirement.*

The site does not include environmentally sensitive areas. A landscaped water quality treatment planter is provided at the south panhandle portion of the site and has been included in the landscape calculations above.

*D. Vehicular circulation areas and parking areas shall not be considered common open space.*

Vehicular circulation areas and parking areas have not been calculated as part of the common open space.

*E. Individual exterior spaces such as outdoor patios and decks serving individual units may count toward the common open space requirement*

No individual exterior spaces are included in the project.

*F. Common open space shall not abut a Collector or greater classified street.*

Murray Blvd and Cornell Road are Arterial streets. The common open space calculations used to meet the 15% minimum requirement include only areas that are protected with a 3' opaque landscape screen, the shape of the building, or do not directly abut the street. Joy Avenue is a local road.

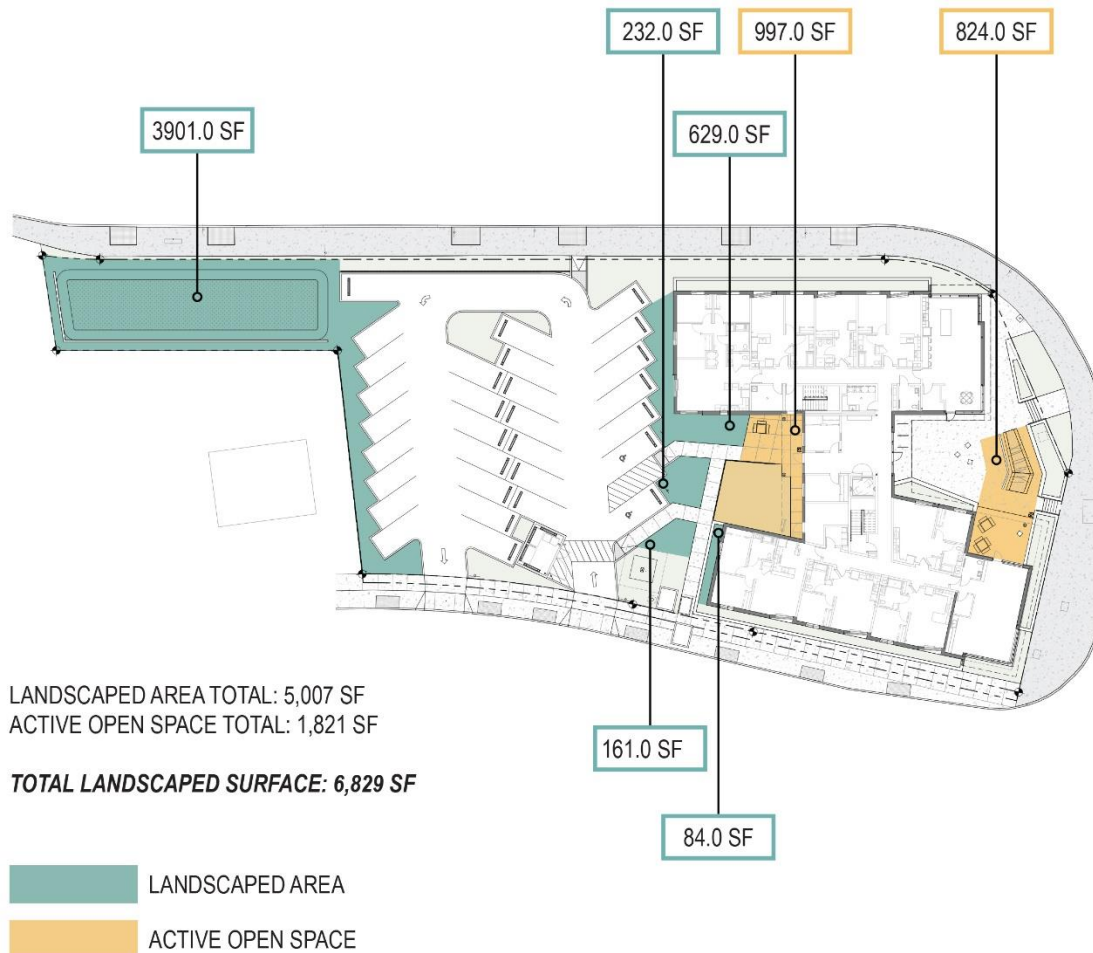
The active open space in the north plaza is protected by a planter and grade change that separate the area from the street by 3' or more in elevation.

## Cedar Grove – Land Use Review

G. Common open space shall be no smaller than 640 sf, shall not be divided into areas smaller than 640 sf, and shall have minimum length and width dimensions of 20 feet.

The north and south plaza open spaces used in the calculation exceed 640 sf and do not have a minimum dimension of less than 20 feet.

*Landscape and Open Space Diagram*



H. Not Applicable

I. Active common open spaces shall be included in all developments, and shall include at least 2 of the following improvements:

The following are included in the south plaza/play area:

1. Seating
3. Children's play structure
9. Plaza

The following are included in the north plaza:

1. Seating
2. Water feature
9. Plaza

4. Additional minimum landscape requirements for Attached Housing:

- A. *All front yard areas and all required open space areas not occupied by structures, driveways, plazas or parking spaces shall be landscaped.*

All areas not occupied by structures, driveways, plazas or parking are landscaped. This includes the stormwater area, areas around the parking lot, building perimeter and planters around the north plaza.

- B. *Landscaping shall include live plants or landscape features.*

All landscape areas have live plants or are plazas or play area.

- C. *Vehicular circulation areas and parking areas shall not be considered landscape area.*

Vehicular circulation areas and parking areas are not included in landscape area.

- D. *All street-facing building elevations shall have landscaping along their foundation:*

1. *At least 3 feet wide*
2. *For every 3 lineal feet of foundation, an evergreen shrub having a minimum mature height of 24 inches shall be planted*
3. *Groundcover plants shall be planted in the remainder of the landscaped area.*

As shown on L1.01, landscaping is provided in front of all street-facing building elevations other than plazas.

Along Murray Boulevard: Evergreen Huckleberry, William Penn Barberry, and Virescens Western Red Cedar are all evergreen shrubs and trees that are placed every 3 linear feet of foundation and will reach a mature height of 24 inches or greater. The landscape area exceeds 3' in width and low shrubs fill the remaining area.

Along Cornell Road: much of this frontage is a plaza, but the eastern portion includes a raised planter at the building foundation with evergreen shrubs Fragrant Sarcococca, Salal, and Privet Honeysuckle have mature heights of at least 24 inches. The landscape area exceeds 3' in width and includes groundcover plants in remaining areas. The western portion of this frontage is planted with Salal, Nandina and Japanese holly planted at 3' on center. All of these species will mature at or above 2 feet.

Along Joy Avenue: Skyrocket Juniper, Nandina and Japanese holly are evergreen shrubs that exceed 24" in height and line the Joy Avenue building frontage in a raised planter. The interior of this planter is 3' wide and the remaining area will be planted with groundcover.

- E. *Minimum planting requirements for landscaped areas:*

1. *One tree for every 800 sf of required landscape area. Evergreen trees shall have a minimum planting height of six feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.*
2. *One evergreen shrub having a minimum mature height of 48 inches shall be provided for every 400 sf of required landscape area.*
3. *Live ground cover consisting of low-height plants, shrubs, or grass shall be planted in the remaining portion of the landscape area.*

4,934 SF of landscape area is required, which results in a requirement for 7 trees and 13 shrubs over 48" tall with low height plants, shrubs or grass in the remaining portion of the landscape area. As shown on sheets L1.00-L1.07, this requirement is greatly exceeded. A quantity list is included on sheet L1.00 and all trees meet or exceed the size requirement. Evergreen Shrubs over 48" at maturity include Skyrocket Juniper, Evergreen Huckleberry, and Western Red Cedar. As shown on L1.01-L1.02, remaining landscape area is covered with low-height plants, shrubs and groundcover.

## *Cedar Grove – Land Use Review*

- F. A hard surface pedestrian plaza may be counted towards the minimum landscaping requirement provided that the hard-surface portion of the plaza shall not exceed 25% of the minimum landscaping requirement.*

The hard surface active open spaces are shown in the above diagram but are not needed to meet the 15% total landscaping requirement. The north plaza includes a water fountain that may be played in. The south plaza includes a play structure. Both areas include seating.

*5. Not Applicable*

*6. Not Applicable*

*7. Not Applicable*

*8. Retaining walls greater than six feet in height or longer than 50 lineal feet used in site landscaping or as an element of site design shall be architecturally treated.*

No retaining walls greater than 6' in height or longer than 50 linear feet are proposed.

*9. Fences and walls.*

*A. Fences and walls shall be constructed of wood, stone, rock or brick or other durable materials.*

A cedar fence is proposed along a portion of the Murray Blvd frontage and along two property lines at the south that adjoin the neighboring commercial space. A masonry trash enclosure is proposed near the Joy Avenue frontage.

*B. Chain link fences are acceptable as long as the fence is coated and includes slats.*

As an alternate to the new cedar fence along the south boundary, a 4' tall chain link coated fence with slats may be used if the cost or maintenance of cedar is a concern.

*C. Masonry walls shall be a minimum of 6" thick.*

The trash enclosure walls exceed 6" thickness.

*E. Fences and Walls may not exceed 3 feet in height in front yards and eight feet in all other locations. They may be permitted up to six feet in a required front yard along designated Collector or Arterial streets.*

The trash enclosure walls are 6 feet due to screening requirements.

*10. Minimize significant changes to existing on-site surface contours at residential property lines.*

*A. When grading a site within 25 feet of a property line or abutting any residentially zoned property, the on-site surface contours shall observe the following:*

- 1. 0-5 feet from property line: maximum 2 foot differential*
- 2. 5-10 feet from property line: maximum 4 foot differential*
- 3. 10-15 feet from property line: maximum 6 foot differential*
- 4. 15-20 feet from property line: maximum 8 foot differential*
- 5. 20-25 feet from property line: maximum 10 foot differential*

Re-grading is minimized and this requirement is met. The exception in C.2. is used for the stormwater area where a retaining wall occurs.

## **Cedar Grove – Land Use Review**

*B. Grading within 25 feet of a property line shall not change the existing slopes by more than ten percent within a tree root zone of an identified significant grove or tree, or an identified historic tree located on an abutting property.*

No significant groves or trees or historic trees are located on abutting property.

*C. 2. The grading standards listed in section A shall not apply to stormwater detention facilities subject to review and approval by the City Engineer.*

A stormwater detention facility is located at the southwest end of the property along Murray Boulevard.

### **11. Integrate water quality, quantity or both facilities**

Water facilities are integrated within the site and do not have a slope greater than 2:1.

### **12. Development on sites with City-adopted natural resources shall preserve and maintain the resource without encroachment into any required buffer standard unless otherwise authorized by other City or CWS requirements.**

No City-adopted natural resources are present on the site.

### **13. Landscape buffering and screening standards: a 5-foot B1 buffer is required between the site's TCMU zone and the equivalent to Washington County's TO:RC zone with is City of Beaverton's SC zone.**

Section Notes for Table 60.05.2 state a landscape buffer cannot exceed a minimum yard setback dimension. The minimum yard setback is 0 feet at all property lines. Therefore, a buffer is not required.

### **60.05.30 Lighting Design Standards**

#### **1. Adequate on-site lighting and minimize glare on adjoining properties**

*A. Lighting levels shall be consistent with the City's Technical Lighting Standards.*

Lighting levels consistent with the City's Technical Lighting Standards are shown on EL1.02

*B. Lighting shall be provided in pedestrian and vehicular circulation areas*

Lighting is provided in the parking lot by four pole-mounted lights. The pole lights are single head LED area luminaires with house-side shield on 16-foot poles. Pedestrian circulation areas are lit with a variety of light sources, including canopy lighting, wall-mounted lights, overhead catenary lights, and edge lighting at steps and planters.

*C. Lighting shall be provided in pedestrian plazas*

Lighting is provided in pedestrian plazas with a variety of light sources. The north plaza includes overhead catenary lights, canopy lights, building mounted lights, edge lighting at planters and steps, tree uplighting, and wall wash lighting. The south plaza is lit with building mounted lights, canopy lights, and tree uplighting.

*D. Lighting shall be provided at building entrances*

Lighting at building entrances is provided by lights mounted to the underside of the canopy. Decorative sconce lighting is also provided on either side of the door at the south plaza entrance.

*E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way*

Canopy lighting is shielded or recessed so that the bulb and lens are not visible from a public right of way. See the attached lighting cut sheets for proposed light fixtures.

#### **2. Pedestrian-scale on-site lighting**

*A. Pole-mounted luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:*

- 1. 15' in height for on-site pedestrian path*
- 2. 20' in height for on-site vehicular circulation areas for residential uses*
- 3. Not applicable*
- 4. Not applicable*
- 5. The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finish grade.*

Pole mounted fixtures in the vehicle circulation & parking area are 16' in height from finish grade.

*B. Non-pole-mounted luminaires shall comply with City's Technical Lighting Standards.*

All non-pole-mounted fixtures proposed for the site will comply with the City lighting standards.

*C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of 48 inches.*

Not applicable



### **60.05.35 Building Design and Orientation Guidelines**

The Building Design and Orientation Design Principle calls for buildings that enhance the visual character of the community and take into account the surrounding neighborhoods, provide permanence, and create a sense of place. In Residential, Commercial and Multiple Use districts, building design should contribute to a safe, high quality pedestrian-oriented streetscape. The design of Cedar Grove clearly meets these principles, particularly through elements such as:

- A building massing that responds to the surrounding street orientation in support of the pedestrian experience from all directions.
- A public pedestrian plaza in collaboration with THPRD that includes opportunity for play and respite for the many pedestrians that travel through the currently auto-centric gateway to the Cedar Mill neighborhood.
- A building design which expresses a distinctive appearance that is also timeless. This permanence and place-making is achieved through an elegant balance of articulated elements within a strong but simple field of brick and wood-alternative board cladding, which are both materials with a high degree of tactility and visual interest at the pedestrian scale.

The Cedar Grove design and development team first took the approach of meeting all Design Review Standards and has worked with the Planning Department to address the standards and to respond to specific requirements. All but one of the Building Articulation and Variety Standards were readily achieved by the design because the team's approach aligns strongly with the principle outlined above. However, one standard that applies only to Residential buildings has been difficult to follow: 60.05.15.1.D, which requires that detached and attached residential building elevations facing a street, common green or shared court shall not consist of undifferentiated blank walls greater than 150 square feet in area. The wording of the standard implies that it is meant for a smaller residential building including a single-family home. At that scale, a 150 square foot area could be a significant portion of the side of a home. However, at the scale of a 4-story, 44-unit structure that in massing is more closely related to a mixed-use building than a single-family home, 150 square feet is a much smaller proportion of the building's façade and applying the standard to that scale would no longer meet the intent of the standard.

The Cedar Grove team has been concerned about the negative impact a strict interpretation of this standard would have on the building design. Meeting that interpretation would require either a patchwork of different materials or features or a much higher percentage of windows. Both possibilities would be detrimental to the project and the community. First, a patchwork of elements would need to occur to such a degree that there would be no negative space in the façade design. This is equivalent to a piece of music with a percussionist only hitting the cymbals continuously. Doing so would eliminate the value of the cymbal as a point of emphasis and would fail to provide a rhythmic structure for the piece. Similarly, a building needs both articulation as a positive point of emphasis and a more regular field to act as negative space, combined to create a pleasing rhythm to the design.

The second possibility to meet the 150 square foot articulation requirement would have been to provide closely spaced large windows, although even with that approach the floor lines between the windows would likely exceed 150 square feet in area. If such an approach were able to meet the 150 square foot requirement, it would result in a very high window to wall percentage at a very negative impact to residents. Controlling energy use and utility costs is a priority in the design as a protection for residents with low incomes. To achieve this goal, the building includes measures such as continuous mineral wool insulation outboard of the wall cavity, air sealing, efficient lighting and appliances, additional roof insulation, and provisions for a photovoltaic solar array on the roof. These measures would be undermined if the wall area was mostly windows which are significantly less insulative than the wall system. A high percentage of window to wall area also makes it very difficult to arrange furniture within an apartment or to provide the sense of privacy that is key in creating a sense of security and permanence in a home, particularly for a resident who has experienced housing instability. Given these two factors, we do not see a high window to wall area percentage as an option for this building.

The design and development team had multiple meetings and conversations with City of Beaverton staff discussing this requirement, including incorporating specific recommendations of staff into the design. However, upon each level of added articulation, another area exceeding 150 square feet was pointed out, including the elements that were suggested specifically to address the requirement. It became clear that a strict interpretation of the residential 150 square foot articulation requirement would not result in a beneficial design for the building, and so we now ask for the Planning Commission to consider the related guidelines rather than the residential 150 square foot standard in 60.05.15.1.D.



## 1. Building Articulation and Variety

*A. Residential buildings should be of limited length in order to avoid undifferentiated buildings elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians.*

The design meets the Standard in 60.05.15.1.A for 200 feet maximum length. The building does not exceed 110 feet in length on any side.

*B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided.*

The design meets the Standard in 60.05.15.1.B for 30% minimum articulated area for buildings in Multiple Use zones. Articulation is provided through material changes, inset windows, angled insets, canopies and offsets in plan. These design elements are provided across all elevations of the building and exceed the 30% minimum requirement. Additionally at all facades, windows are inset from the cladding material to express a shadow line and a band of vertically oriented brick wraps above the windows at each floor line. Descriptions and diagrams of the articulation at each street-facing façade are included for reference within the 60.05.15.1.B response.

*C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized.*

As shown in the articulation diagrams included in the 60.05.15.1.B response and the building elevations, articulation is provided to balance horizontal features. Entries are emphasized at the north and south plazas with a change in material to vertically-oriented corrugated metal siding with a canopy or overhang above the entrance point. The canopy continues above two community areas at the north plaza which are articulated with a combination of canopy, storefront windows, material changes and offsets in plan. The metal canopy wraps down to the ground at its terminating points. At three corners of the building, verticality is emphasized where the bio-based composite siding wraps the plaza-facing corner and is continuous for three stories. Metal panel between windows at these locations further accentuates the vertical nature of that element. Along the facades of the building that face Murray Boulevard and Joy Avenue, vertical stacks of highly articulated windows break up the facades. The windows are recessed at an angle with changes in material around them to bio-based composite cladding and metal panels. The angled recess creates a strong shadow line at the top and side of each window area, adding a vertical line of shadow that changes throughout the day.

*D. Buildings should promote and enhance a comfortable pedestrian scale and orientation.*

Cedar Grove has been designed with the pedestrian experience in mind. The building massing responds to the surrounding street orientation in support of the pedestrian experience from all directions. The skewed H-shape plan was selected as a response to the angles of the three streets surrounding the property. Each wing of the H aligns with its respective street to allow the building to address the street and provide an urban backdrop for the sidewalk. The H also creates two plazas on either side of the middle bar.

The north plaza, facing Cornell Road, will be open for public use under a maintenance and operation agreement with Tualatin Hills Parks and Recreation Department (THPRD). The plaza provides a community feature and stopping point for the many pedestrians that travel through the currently auto-centric gateway to the Cedar Mill neighborhood. The plaza will include pedestrian amenities that are not provided elsewhere in the vicinity, including a fountain designed as a tunnel of water jets for children to play in. The fountain bounded by a planter to provide opportunity for seating in addition to tables and chairs nearby. The plaza will be lit at night with special lighting features such as strips of light at the base of the planters and catenary lights overhead in the middle of the plaza.

In addition to the massing and plaza design, the pedestrian experience is also enhanced through the articulation of the building's facades. The primary material, brick, is a module designed specifically for the human scale. The brick is composed of horizontal and vertical running bond patterns to add an additional layer of detail for passersby to observe. Within this field of brick, articulated elements break up the façade but do not overpower the building or increase its scale beyond the pedestrian scale. As described

elsewhere in this section and the Building Design and Orientation Standards section, changes in material, recessed areas, a variety of windows, storefront windows, canopies, and angled areas add an elegant degree of articulation within the field of brick. This approach promotes a pedestrian scale through balancing the very tactile and human scale of brick with periodic elements of additional interest that can be comprehended at multiple scales.

*E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court or major parking area should be avoided.*

Cedar Grove has three elevations visible from a street and one facing a parking lot with 30 parking spaces. There are no common greens or shared courts in the project.

Architectural features include material changes, inset windows, angled insets, canopies and offset walls in a field of brick that changes direction between horizontal running bond and vertical running bond at each floor line. The angled recessed windows along the Joy Street and Murray Boulevard elevations emphasize the building's construction as punched window openings within the building's form. The angled windows stack on top of each other and emphasize the floor structure running between, which is further expressed by the vertical running bond brick along the floor line levels. With the angled windows on the east and west façades of the building, a strong shadow line will be expressed vertically across the window. Some areas without windows are included intentionally for the environmental and usability benefits described at the beginning of this section, to allow the interplay of horizontal and vertical running bond brick to be expressed, and to provide a balancing field of negative space among for the positive space of architectural features.

Diagrams expressing the articulation at each street-facing façade are included for reference in section 60.05.15.1.B. The south façade facing the parking lot uses the same techniques with the plaza serving as a strong break between each wing. Each wing is relatively simple to express the brick detailing in contrast to the corrugated metal panel behind the plaza and the strong expression of bio-based composite panel at the protruding corner. As described at the beginning of this section and above, the design of the building incorporates modern architectural features within a field of brick with a texture of vertical and horizontal bond to create an elegant balance of positive and negative space and a pleasing rhythm to the façade.

*F. Not applicable*

## **60.05.40 Circulation and Parking Design Guidelines**

### **3. Pedestrian Circulation**

*D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles.*

Two pedestrian connections are provided from the south plaza to the parking lot, evenly spaced across the plaza. The connections are via sidewalks that are elevated above the parking lot.

*E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets.*

Pedestrian activity within the site is congregated to two pedestrian plazas. The south plaza is designed for resident use and includes a play area, picnic area, bench and landscaping. The plaza then connects to Joy Avenue. On the opposite side of the building, the north plaza is connected to the main building entrance and two community rooms. The north plaza provides amenities for residents and the surrounding community, including a water fountain, landscaping and seating. The north plaza will have a high level of pedestrian activity and so it has multiple connection points to the surrounding streets. Connections to the sidewalk on Cornell Road are provided on either side of the fountain in addition to an accessible connection to the Cornell Road / Murray Boulevard corner.

The site is unique in having three surrounding streets. Each street right of way is connected to the site and building, but the number of connections was chosen carefully to provide the safest and most active routes to the surrounding street network.

### **4. Street Frontages and Parking Areas**

*Landscape and other screening should be provided when surface parking areas are located along public streets.*

A 4-foot wide landscape buffer is proposed between the parking lot and Murray Boulevard. The landscape buffer will be planted with dense shrubs to form an opaque hedge at least 30" in height. The hedge will block headlights from cars in the parking lot from shining onto Murray Boulevard. A fence in this location is not practical because it would be at risk of damage from turning cars.

## 60.30 OFF-STREET PARKING

### 60.30.05 Off-Street Parking Requirements

#### 1. Availability

Parking spaces provided will be available for all users and will not be used for storage nor business purposes. One space will have restricted access during off-peak hours one day per week to allow access for a maintenance vehicle to service the fountain and north plaza. This restriction is included in the attached parking analysis.

#### 2. Vehicle Parking

The proposal includes providing vehicle parking spaces per 60.30.10.5 as described in the sections below. A parking Major Adjustment – Affordable Housing to reduce the required number of spaces is included in a separate section of this document.

#### 3. Bicycle Parking

The proposal includes providing bicycle parking spaces per 60.30.10.5 as described in the sections below.

### 60.30.10 Number of Required Parking Spaces

#### 5. Parking Tables

*A. The proposal is for residential use and the following ratios are required for motor vehicles:*

*Residential Uses, Attached dwellings, Multiple Use Zones: 1.0 minimum spaces per unit.*

A reduced parking ratio is proposed in the Major Adjustment – Affordable Housing section of this document. The requested reduction is based on findings at other affordable housing developments within Beaverton with similar unit types.

*B. The proposal is for residential use and the following ratios are required for bicycles:*

*Multi-family dwelling containing 4 or more dwelling units:*

*2 short term spaces per 20 dwelling units (6 total)*

*1 long term space per unit (44 total)*

Each apartment contains at least one bicycle hook for long term bicycle storage. A total of 56 in-unit bicycle parking spaces are provided. Four additional long-term spaces are provided in a bicycle storage closet. Six short-term bicycle spaces are provided near the main entry to the building.

#### 6. Not Applicable

#### 7. Not Applicable

#### 8. Residential Parking Dimensions

All parking spaces are 8.5 feet wide minimum and 18.5 feet long. Per discussion with the Public Works department, the south row of parking spaces overhangs the planting area. This will be confirmed in a design exception.

**9. Parking Space Calculation**

The proposal is only for residential use.

**10. Location of Parking**

*A. All parking spaces shall be provided on the same lot which the use requiring parking is located.*

All parking will be located on the same lot as the building.

*B. Groups of more than two parking spaces shall be located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way.*

The parking lot has one-way access and the first parking stalls are more than 20 feet from the right of way so that no backing movement or other maneuvering will cross into the right of way. Parking spaces in the outgoing direction are less than 20 feet from the right of way because no backing movement will occur towards the right of way.

*C. Not applicable*

*D. Not applicable*

**11. Reductions and Exceptions**

*A. Not Applicable*

*B. Not Applicable*

*C. Not Applicable*

*D. Not Applicable*

*E. Reduction for Substitution of Bicycle Parking: For uses within ¼ mile of a transit stop, two long-term bicycle parking spaces may be provided per vehicle space, up to 5% reduction of the total vehicle parking spaces.*

The development has one transit stop along its Murray frontage and is within ¼ mile of another bus route transit stop on Cornell Road. Four additional long-term bicycle parking spaces are provided in a bicycle storage room within the building. The additional spaces would allow a vehicle parking reduction of 2 spaces. However, the parking study supports a ratio of 0.68 parking spaces per unit without a bicycle parking substitution.

*F. Not Applicable*

**12. Compact Cars: not utilized**

**13. Carpool and Vanpool Parking Requirements: not applicable**

**60.30.15 Off-Street Parking Lot Design**

The off street parking area of the proposal is designed in accordance with City Standards and the dimensional requirements of this section. The application drawings indicate compliance with the required dimensions for stalls, aisles, etc. for 60 degree parking.

**60.30.20 Off-Street Parking Lot Construction**

The off-street parking area is designed per the requirements of the *Engineering Design Manual and Standard Drawings*. One design exception will be requested to allow parking stalls within 6' of the

property line on the south side of the site. City Engineer Floyd Harrington in the Public Works Department has recommended the design shown at the south side of the parking lot to maximize the available landscape area and use the curb to prevent overhang at the property line. The design team will continue to develop the parking lot design along the south boundary in communication with the Public Works Department.

## **60.33 PARK AND RECREATION FACILITIES AND SERVICES**

### ***60.33.10 Annexation to THPRD***

The property is located within THPRD's district and so annexation is not necessary.

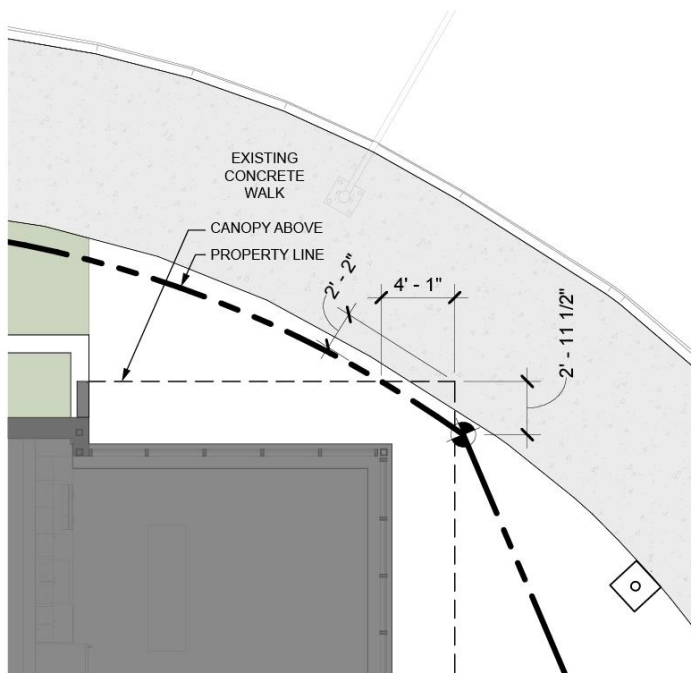
## 60.50 SPECIAL USE REGULATIONS

### 60.50.15 Projections into Required Yards and Public Right-of-Way

2. Buildings within any of the Regional Center zoning districts may have the following projections into the public right-of-way:

#### B. Awnings and Canopies

A portion of the canopy above the first level at the Cornell Road / Murray Boulevard corner projects into the public right of way. The projection occurs only at the corner where the right of way curves to accommodate the geometry of the right turn lane on Murray. The distance of the projection is shown in the diagram below. The height to the underside of the canopy is 8'. The canopy projection will also be discussed with Washington County.



## 60.65 UTILITY UNDERGROUNDING

### 60.65.15 Regulation

*All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.*

One pole that appears to have communication, cable and electric utilities is located near the center of the Joy Avenue frontage, and another is located adjacent to the south property line. Utilities will be relocated underground along the site frontage. We propose leaving the south pole in place as it serves power only to the property to the south and to a billboard that will be removed. Leaving the pole in place at the property line serves as a transition point from underground service to the overhead service remaining down the street.

New utilities installed to serve the site will also be located underground.

**60.65.20 Information on Plans**

*The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:*

- 1. Easements for all public and private utility facilities;*
- 2. The location of all existing above ground and underground public and private utilities within 100 feet of the site;*
- 3. The proposed relocation of existing above ground utilities to underground; and*
- 4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.50 of this Code.*

The specified items above are shown on the plans to the extent possible at this time. The relocation of overhead utilities to below ground will be designed in conjunction with utility providers. The on-site transformer shown will be confirmed when PGE has finalized their design. The transformer location proposed is on the parking lot entrance side to avoid vision clearance obstruction.



## REPLAT TWO

### **Written Statement**

A replat for lot consolidation is proposed for three parcels within the City of Beaverton at the southeast corner of NW Murray Boulevard and NW Cornell Road. All parcels are zoned TC-MU and are under the same ownership. The proposal is to combine all into a single lot.

The combined area is 33,208 SF (0.76 acres). Right-of-way dedication is provided along the Joy Avenue frontage to meet sidewalk width requirements.

The resulting lot after combining meets the minimum requirements in Chapter 20.

### **40.45.15 Land Division and Reconfiguration**

#### **3. Replat Two**

##### *A. Threshold*

3. The proposed lot consideration meets threshold 3 due to multiple parcels which are not all within one recorded plat.

##### *B. Procedure Type*

The proposal is a Type 2 procedure.

##### *C. Replat Two Approval Criteria*

1. The application satisfies the requirements of threshold two.
2. All fees are included with this application.
3. The proposal does not conflict with any existing City approval that the development team is aware of.
4. An oversized lot is not created. The utilities serving the site are sufficient to accommodate future potential development. Right of ways are provided on three sides of the property.
5. The application does not propose applying the lot averaging standards of 20.05.15.D.
6. The application does not propose applying the lot averaging standards of 20.05.15.D.
7. Phasing is not requested for this Replat application.
8. The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties. The existing sidewalks are being maintained and/or widened. Utility service will remain intact.
9. No parcel or lot will be created by the replat with more than one zoning designation. The existing zoning designation of TC-MU will remain intact.
10. This application and all related documents are being submitted to the City in proper sequence.

## ADJUSTMENT FOR DENSITY – AFFORDABLE HOUSING

### **Written Statement**

An adjustment to increase the maximum density from 30 units to 44 units is proposed. This increase in density allows Cedar Grove to provide necessary affordable housing for the area. CPAH's vision for providing affordable housing in this location has been supported by actions by both the County and City in response to a competitive process to find a suitable developer for the property. The City of Beaverton's Comprehensive Plan identifies a need for affordable housing citywide, a goal to provide a wide variety of housing choices, and a goal to use land effectively in urban areas to relieve development pressure on rural areas.

Increasing the density allows the building to bridge between the existing character of the area and future development as the area becomes more of a mixed-use town center consistent with the zoning designation. At four stories, the building will be an anchor for the neighborhood while maintaining scale with surrounding 1- and 2-story commercial and residential buildings. The Housing Element of the Comprehensive Plan includes a goal to support higher density infill development that capitalizes on existing infrastructure where impacts can be mitigated. Cedar Grove is a prime example of that goal. This site was previously developed with commercial and residential uses and is well served by utilities and infrastructure. Improving this unused lot with 44 units of affordable housing will meet the City's goals without a significant impact on City infrastructure, as is shown in the included Service Provider Letters and Trip Generation Report.

### **40.10.15.4 Major Adjustment – Affordable Housing**

#### **4. Major Adjustment – Affordable Housing**

##### *B. Threshold*

1. Cedar Grove meets the criteria for Regulated Affordable Housing. The proposed adjustment increases the numerical Maximum Density requirement in Chapter 20 by 47% from 30 units to 44 units. The zone is TC-MU which is not a residential zone. No height adjustment is requested.

##### *C. Procedure Type*

This adjustment falls under a Type 3 procedure.

##### *D. Approval Criteria*

1. The proposal satisfies the threshold requirements for a Major Adjustment – Affordable Housing application.
2. The application complies with the applicable submittal requirements in Section 50.25.1 and includes all applicable City application fees.
3. Granting the Adjustment proposal will not obstruct pedestrian or vehicular movement.
4. This adjustment is proposed in conjunction with an adjustment to reduce the required number of parking spaces. The cumulative effect of the adjustments is consistent with the overall purpose of the TC-MU zoning district. The scale of the building, its relationship to surrounding buildings and streets, and the placement of the parking on site supports the goal of developing Cedar Mill as a regional center. The proposed modification provides increased density in the number of housing units on the site but remains 2 stories less in height than what is allowed per code. It also exceeds the standard for open space and provides a public amenity by including a plaza with a water feature.

The proposal addresses housing needs in the area while maintaining the physical characteristics outlined for the TC-MU district in the Development Code. Both Washington County and City of Beaverton have shown support for developing this site as affordable housing. In 2016, Community Partners for Affordable Housing won a competitive process for the land as the only response that included affordable housing. The City of Beaverton showed its own support for CPAH's vision of maximizing affordable housing on the site by annexing the property.

5. The proposed development provides additional features to support the growth of the Cedar Mill neighborhood as a regional town center. A plaza open to the public sidewalk along Cornell Road includes pedestrian amenities such as landscape planters at seat height, decorative lighting, and a water feature designed as a tunnel of jets for children to play in. CPAH is currently working with Tualatin Hills Parks and Recreation District to give THPRD an easement to operate the plaza as a public park.

The development also provides environmental mitigation beyond what is required by code. A stormwater management planter at the southwest end of the site will manage all runoff from the building, parking area, and plazas. The stormwater management system exceeds the requirements of Beaverton and CWS to meet HUD and NOAA standards, meaning it will discharge less stormwater into the City system than a typical development of its scale.

The building design is based on its neighborhood context. Instead of developing a typical "O" or "C" shaped plan that puts long walls along all street frontages, Cedar Grove is designed in plan as a skewed "H" shape. The skewed sides of the H allow the building to align with both Murray Boulevard and Joy Avenue, providing an improved pedestrian experience on both streets. The center of the H provides two plazas, one a public amenity as described above, and a second plaza to the south to provide a play and picnic area for residents similar in use to a single-family home's backyard. The different character of these two plazas is reinforced through the building design. Storefront glazing and a greater level of building articulation faces the public plaza, while the resident plaza is more sedate in treatment. The heightened building articulation along Cornell Road wraps the corners toward Murray Boulevard and Joy Avenue and signifies the building as a gateway at the entrance of the Cedar Mill neighborhood.

6. The proposal is consistent with all applicable provisions of Chapter 20 with the approval of this adjustment for density.
7. The proposal is consistent with all applicable provisions of Chapter 60. Improvements and dedications are provided along Joy Avenue. No other ROW improvements or dedications are required.
8. Not applicable.
9. As proposed, the development can ensure continued periodic maintenance and necessary normal replacement of private common facilities and areas, such as: drainage facilities, driveway access, right-of-way improvements, structures, landscaping, screening, ground cover, and the garbage and recycling storage area. Maintenance and storage areas are included on each floor of the building for ease of use by maintenance staff. Cedar Grove and Community Partners for Affordable Housing are required by funding sources to carry reserves for replacement and maintenance. The condition of CPAH's existing developments such as The Barcelona and Spencer House in Beaverton, The Knoll at Tigard and The Watershed at Hillsdale show the organization's commitment to preserving the quality of its development over time.
10. Not applicable.

## ADJUSTMENT FOR PARKING – AFFORDABLE HOUSING

### **Written Statement**

The proposed adjustment to the parking ratio is made in response to documented conditions at affordable housing sites in the area. In the development team's prior experience, affordable housing properties, particularly those with a high percentage of studios and 1-bedrooms, do not require parking at a 1:1 ratio. Similarly, Washington County has recently reduced its parking requirements for affordable housing to a 0.75:1 ratio with further reductions to 0.5:1 for access to transit, transit amenity areas, and additional secured bicycle parking.

The parking standard as written applies the same ratio to housing regardless of unit size or the population. However, parking needs vary greatly depending on household size and economic level. 30 of the 44 dwelling units proposed are studios or 1-bedroom units, and the households in those units would not have the same parking needs as a large family. Cedar Grove will provide affordable housing, in some cases to very low-income residents just out of homelessness. CPAH's experience at other properties indicates that not all residents lower economic levels own a car. To support this request for a reduced parking ratio, CPAH commissioned a parking study including parking counts at 3 other affordable housing developments within Beaverton. Each site is affordable housing with a range of unit sizes and a similar level of transit available. The parking study included following this narrative shows an average parking ratio of 0.68:1.

The location of Cedar Grove further supports a reduced parking ratio by its proximity to multiple bus lines and many commercial areas and services in the neighborhood, further decreasing the reliance on cars. Ample bicycle parking will also be provided for residents: 6 short term spaces at the front entrance, 1 bike hook within each studio, 1-bedroom, and Type A units, 2 bike hooks within each Type B 2-bedroom and 3-bedroom units, and an additional 4 long term bicycle spaces in a storage room.

These factors combined have informed this proposal for a reduced parking ratio of 0.68 spaces per unit.

### **40.10.15.4 Major Adjustment – Affordable Housing**

#### **2. Major Adjustment – Affordable Housing**

##### *B. Threshold*

3. Cedar Grove meets the requirements for regulated affordable housing. The proposed adjustment decreases the numerical parking ratio in 60.30.10 from a ratio of 1 space per 1 unit to 0.68 spaces per 1 unit.

##### *C. Procedure Type*

This adjustment falls under a Type 3 procedure.

##### *D. Approval Criteria*

1. The proposal satisfies the threshold requirements for a Major Adjustment application.
2. The application complies with the applicable submittal requirements in Section 50.25.1 and includes all applicable City application fees.
3. Granting the Adjustment proposal will not obstruct pedestrian or vehicular movement. The parking lot is designed with access from Joy Avenue only to avoid conflicts with the more heavily trafficked Murray Boulevard and Cornell Road.
4. This adjustment is proposed in conjunction with an adjustment to increase the maximum density of residential use. The cumulative effect of the adjustments is consistent with the overall purpose

of the TC-MU zoning district. The scale of the building, its relationship to surrounding buildings and streets, and the placement of the parking on site supports the goal of developing Cedar Mill as a regional center. Providing a 1:1 parking ratio would result in a site that is overburdened with parking and is not pedestrian friendly. A 1:1 parking ratio would not support the regional center vision expressed in designating the site as a Town Center – Mixed Use zone.

5. The design of Cedar Grove emphasizes the potential of the area for pedestrian, bicycle and transit as primary modes of transportation. A public plaza along the Cornell Road frontage creates a pleasant reprieve after traversing what is currently an auto-centric intersection. The plaza includes bicycle parking, planting areas, decorative lighting, decorative ground surfacing, and a water feature designed for interaction. The landscape design along Murray Boulevard and adjacent to a bus stop includes dense plantings along the sidewalk edge and a large area of stormwater plantings. The combined effect of these landscaping improvements minimizes the visual appearance of the parking area. The proposed design is in stark contrast to the previous use of the site which included parking lots along all three street frontages with very little landscaping.
6. The proposal is consistent with all applicable provisions of Chapter 20.
7. The proposal is consistent with all applicable provisions of Chapter 60 with the approval of the proposed adjustment. Improvements and dedications are provided along Joy Avenue. No other ROW improvements or dedications are required.
8. A parking study of three comparable sites is included for review. The sites in the study are affordable housing in Beaverton with a similar mix of unit types. The average of the highest number of parked cars at peak times for each site was used, resulting in a parking ratio of 0.68 spaces per unit.

In addition to providing a parking study, Cedar Grove is within a quarter mile of two different bus lines, the 62 and 48. The 48 bus line provides bus service more frequently than 20 minutes during weekday rush hours, which is a peak transit time.

9. As proposed, the development can ensure continued periodic maintenance and necessary normal replacement of private common facilities and areas, such as: drainage facilities, driveway access, right-of-way improvements, structures, landscaping, screening, ground cover, and the garbage and recycling storage area. Maintenance and storage areas are included on each floor of the building for ease of use by maintenance staff. Cedar Grove and Community Partners for Affordable Housing are required by funding sources to carry reserves for replacement and maintenance. The condition of CPAH's existing developments such as The Barcelona and Spencer House in Beaverton, The Knoll at Tigard and The Watershed at Hillsdale show the organization's commitment to preserving the quality of its development over time.
10. Not applicable.